



Free virus protection

All Department of Defense employees are authorized free copies of McAfee and Norton antivirus for use on their home systems. However, this doesn't extend to civilian contractors.

Officials say personnel performing work on home systems without antivirus software and up-to-date signature files increase risk of infecting the network when placing their files on the Air Force network.

Because of this military members are encouraged to install antivirus protection on their home computer.

Members can find free software at the following locations:

From home computers log onto www.mcafee.com/dod

Once at the page, place a check in the block next to, "I certify that I am a current employee of the Department of Defense".

Select your service under "Department".

From work, military members can log onto www.cert.mil (has both McAfee and Norton files).

For McAfee, click on "McAfee software downloads". Then, right-click on "Vse700en.exe" and save it to your desktop. Repeat for "Vse710en.exe". Then, burn the files to a CD for home installation.

For Norton, click on "Symantec software downloads" right-click on "Savclient.exe" and save it to your desktop. Then, burn the file to CD for home installation.

For more help ask your work group manager or 1st Lt. Gregory R. Roberts at 456-3645.

New 8th AF squadron to assist with new NAF roles

By Tech. Sgt. Jeff Loftin
8th Air Force Public Affairs

BARKSDALE AIR FORCE BASE, La.—Eighth Air Force will stand up a new squadron June 21 to help support new mission areas.

"Eighth Air Force was formerly thought of as the bomber numbered Air Force, but is now also tackling more diverse mission areas such as command and control, intelligence, surveillance and reconnaissance, global strike and information operations. The 608th Strategic

Operations Squadron will assist in these new roles as well as support the traditional role of strategic deterrence," said Lt. Gen. Bruce Carlson, 8th Air Force commander.

"We're part of the transformation of 8th Air Force,"

said Lt. Col. Les Navarro, who will command the new unit. "As STRATCOM (Strategic Command) is expanding and as 8th Air Force is expanding, we'll also take on new mission roles. Some of the roles aren't even defined yet, but, 8th Air Force will continue to grow to meet the requirements in both current and future mission areas."

The 608th Strategic Operations Squadron will be made up primarily of personnel previously identified as Task

Force 204 under the 608th Combat Operations Squadron. Colonel Navarro said another reason for the new unit was that their mission was so drastically different from the 608th Combat Operations Squadron.

The new unit will be made up of about 30 people from a variety of specialties from weapons loaders to reconnaissance operators. "It is a cross functional, very diverse organization," said Colonel Navarro. "These guys are truly the best at what they do."

The colonel said the new unit will be "dual-hatted."

"Day to day we provide Air Combat Command the train, organize and equip piece for the bomber and reconnaissance aircraft supporting the STRATCOM

mission as the 608th Strategic Operations Squadron," he said. "Then at a certain point when STRATCOM needs our expertise, we'll help manage the generation and, switch over and become the task force again."

"Rarely are you on the ground floor of anything," he said. "But here we're in on something great. Headquarters 8th Air Force specifically is in a huge transformation right now that will be around long after you and I are gone."

"Headquarters 8th Air Force specifically is in a huge transformation right now that will be around long after you and I are gone."

Col. Les Navarro
608th Strategic Operations Squadron

9/11 teaches commander to cherish family, life

By Maj. Calvin Speight
27th Fighter Wing Comptroller

CANNON AIR FORCE

BASE, N.M. – So, you say you want excitement and adventure in your life? How about this: My wife (Lourdes) and I were in the Philippines during the 1990 Baguio earthquake (7.7 on Richter scale).

Less than a year later, in 1991, we witnessed the Mt Pinatubo eruption. These eruptions were some of the worse eruptions recorded in the past 80 years.

Finally, after PCSing from the Philippines to Japan, we were greeted with the Kobe earthquake in 1995 (7.2 on Richter scale). We thought that was enough excitement for a life time; however, we were wrong.

I remember driving to work on I-395 on a beautiful Tuesday morning. I looked up at the sky thinking, "This is going to be another great day!" I arrived at work on the 5th floor, in the Pentagon and started the morning off as I had done many times before: check e-mail, review upcoming suspenses and start working on the "hot project of the day." Little did I know things would quickly change.

Just after 9:30 a.m., I heard a co-worker from around the corner mention something about the Twin Towers in New York. The member's spouse was on the phone describing what was being shown on TV ... a plane had flown into one of the towers.

At first I thought it was just a small "prop job" that had inadvertently veered off course. Then it happened ... for a brief moment the building shook violently and was accompanied with a very loud noise.

It was 9:37 a.m. Someone yelled out that something had exploded on

We discussed our own bewilderment and then anger at what had just happened to our nation. I remember one of my co-workers in the car praying for continued safety and for understanding.

the other side of the Pentagon. The alarms went off and we (more than 20,000 Department of Defense employees/contractors) began to evacuate the building.

Once outside, I looked back and saw a large column of smoke billowing into the air and realized how serious this was. I learned an airliner not only had flown into one of the Twin Towers, but also the Pentagon.

Two fellow workers and I who all lived on Bolling AFB, Va., decided to head toward the base. We realized that 20,000 government employees standing in parking lots could possibly be a secondary terrorist target; therefore, we moved away from the Pentagon. We got within a quarter of a mile of Bolling and traffic just stopped. While waiting in the car, we heard on the radio that another airliner had flown into the second Twin Tower and that the first tower had completely collapsed. We discussed our own bewilderment and then anger at what had just happened in our nation. I remember one of my co-workers in the car praying for continued safety and for understand-

ing. We realized we were the fortunate ones.

Lourdes worked at the Child Development Center on Bolling and heard the news from another worker. She could see the Pentagon burning from Bolling, across the Potomac River.

The initial news on TV was sketchy; therefore, she thought the worse...I had been killed. She was deemed key and essential personnel, so she couldn't leave work. She had to regain her composure and continue taking care of her classroom full of children. It wasn't until about three hours later that I was able to contact her (phone lines had been jammed) and let her know I was ok.

Lourdes had befriended many of the children's parents who worked at the Pentagon. She got to know an Army couple in particular really well (military married to military). They had one child at the CDC and were expecting another child. Tragically, the father lost his life that dreadful day.

9/11 has impacted Americans (whether actually there or watching on television) in many ways. This country has forever changed. I don't have a nifty moral to the story, nor do I have a lot of answers. However, there are a few things that I have learned about myself:

1) The importance of my Christian faith during difficult times;

2) To be grateful for being alive right now; I'm not guaranteed another second after that.

3) Not to take family and friends for granted. Don't ever put off letting loved ones know how you feel about them;

4) Terrorists want to destroy the American way of life; therefore, it is imperative that we win the Global War on Terrorism.

8th AF commander visits Team Beale

By Senior Airman Tim Jenkins

9th Reconnaissance Wing Public Affairs

BEALE AIR FORCE BASE, Calif. — Lt. Gen. Bruce Carlson, 8th Air Force commander, visited Team Beale April 7 and 8.

Accompanied by Chief Master Sgt. Jeffrey Ledoux, 8th AF command chief master sergeant, General Carlson spent the two days touring various units and speaking with Beale airmen.

General Carlson began his visit with the 9th Maintenance Group for a Maintenance Operations Center upgrade tour and a phase process improvement tour at the phase dock with a Block 20 U-2 static display.

“(Beale’s intelligence, surveillance and reconnaissance mission) is the critical link that ties all elements of the kill chain together,” said General Carlson. “And when you link that ISR with command and control; with that already deadly capability we have in the Air Force, it becomes very lethal. We are now learning how to use the ISR tools we have much better and how to link them with the command

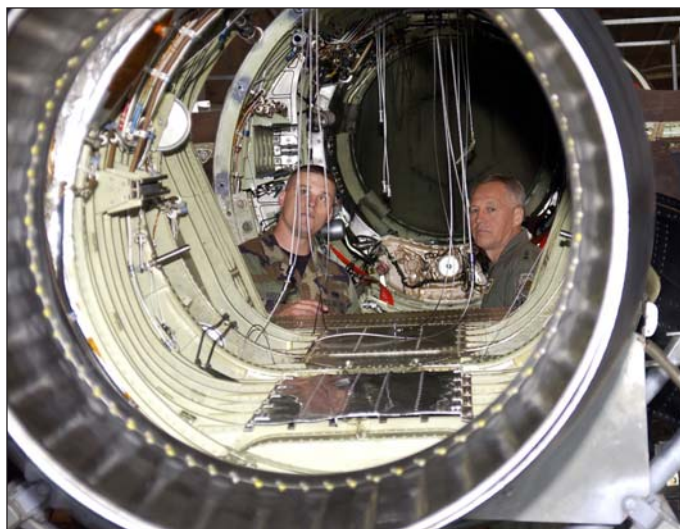
and control and kinetic effects generator. We are just beginning to get the full utilization out of our ISR assets in the Air Force because we are tying them together much better and trying to put the whole picture together.”

General Carlson’s second day began at the Contrails Inn, where he had breakfast and discussed various Air Force issues with Beale airmen.

“Beale’s strengths first are its people,” said General Carlson. “They’re not just airmen, but professionals at what they do, which is world-class, not just the best in the Air Force, but the best in the world. Second, of course, is the weapons systems here and the ability for the airmen to put all those things together and tie them in with the rest of the intelligence apparatus in the Air Force.”

After breakfast, the general made a stop at Dragon Town for the war fit challenge.

General Carlson finished his trip with Brig. Gen. Rudy Wright, 9th Reconnaissance Wing commander, for a briefing on the progress of the Global Hawk program and then



Lt. Gen. Bruce Carlson, 8th Air Force commander, views the inner-workings of a U-2, shown by Staff Sgt. Jeffrey Krocak, 9th Maintenance Squadron phase dock inspector apprentice, at the phase dock April 7. (Photo by Airman 1st Class LaToya Crawford)

lunch at Recce Point with company grade officers.

“Beale is the center of excellence for airborne ISR, and, as such, it will be on the leading edge of whatever we do to tie those elements of the kill chain together,” said General Carlson. “Your new Global Hawk program, the expanding U-2 mission and the growing DGS involvement are all coming together to make this the pinnacle of what we do in the 8th Air Force.”

The general’s visit was his second to Beale since the base

was realigned under the 8th AF in October 2002.

“(Beale) just keeps getting better,” said General Carlson. “The people here are preparing for the future and thinking about how to do warfighting better. They seem motivated and interested about their jobs, they are excited about the mission, understand the importance of the mission and have a grasp of why we are doing what we are doing. I’m really upbeat about the whole visit.”

The “Mighty Eighth” Voice

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A new technology hits the streets

By Senior Airman Tim Beckham
116th Air Control Wing Public Affairs

ROBINS AIR FORCE BASE, Ga. – The way maintenance is performed is about to change due to a couple of new tools maintainers will have at their disposal.

Through a pilot program being conducted at the 116th Air Control Wing the 116th Maintenance Group is beginning to integrate a new wearable computer, which can be used across the maintenance spectrum.

The new wearable computers, which were manufactured by Xybernaut, are small personal computers that can be worn either on the chest or hip of the person using it. The wearable computers are being tested as a possible replacement to the Tough Books, which are currently being used in the 116th.

“The significant advantages are immediate access to a wireless environment and the very near migration of the Northrup Grumman web based computer software called Phoenix,” said Col. Terry Kinney, 116th MXG commander.

“With Phoenix as the wearable computers new Integrated Electronic Technical Manual (IETM) the flight line mechanic will have access to a wealth of information needed to perform their duties,” said IETM Project Manager Tech. Sgt. Matt Jones. “The primary goal is to get the IETM to the next generation of what we presently use, which is the Joint Integrated Maintenance Information System.”

“The software applications are significantly more user-friendly. The vision of having these tools at the maintainers’ fingertips is actually a virtual office on the flight line,” said the colonel. “It will have much of the same desktop software that we currently use, like e-mail capabilities and the capabilities to identify, order, ship and pay for parts directly from



Tech. Sgt. Matt Jones, Integrated Electronic Technical Manual program manager, uses a wearable computer while inspecting an engine April 7. (Photo by Senior Airman Tim Beckham)

the flight line.”

The wearable computers will also have an electronic copy of E-8C Technical Orders, which maintainers use to perform their jobs. Not only will maintainers have their TO's at their disposal but they will also have the capabilities of sending Streaming Video of peculiar damages back to the shop and aircraft engineers through a wireless local area network.

According to Tech. Sgt. Paul Spalding, program manager, the wearable computers will have the capabilities to take a picture of a live instance from the flight line and send it back to the subject matter expert, whether that be to the back shops or down to Northrup Grumman employees.

“It provides a safer more unencumbered work environment by allowing the maintainer to have his TO at immediate disposal,” said Colonel Kinney.

The 116th Maintenance Group is also looking at undergoing another pilot program that will incorporate the use of a Unique Identification or UID system, which may benchmark the way the Air Force controls parts inventory.

Colonel Kinney stated, “It makes good sense to leverage the wearable computer and the UID, DoD-funded pilot projects. Together they have the potential to change business on the flight line ... the capability to repair, order, ship, and pay for parts on the ramp will significantly reducing the amount of time it currently takes to do the same business. A great spin-off is it will reduce the need for human intervention and potential administrative errors.” UID is an Office of the Secretary of Defense mandated program that goes into effect in 2005.

“Our vision for UID is to facilitate item tracking in DoD business systems and to provide reliable and accurate data for program management and accountability purposes in our engineering, acquisition, financial, property, plant and equipment accountability,” said Acting Under Secretary of Defense Michael Wynne.

The Air Force designated pilot program will try to “partner up” the new wearable computer and the UID system to make life as easy as possible for the people working on the flight line.

Minot FSC receives special recognition

By Staff Sgt. Carla Williams

Minot Air Force Base Public Affairs

MINOT AIR FORCE BASE, N.D. – The Air Force recently recognized the Minot Family Support Center for dealing with the needs of more than 11,000 military members and their families representing two different legs of the nation's strategic triad, from Oct. 1, 2002 to Sept. 3, 2003.

The Air Force presented the Minot FSC with the 2004 Commander in Chief's Installation Excellence award under the special recognition category.

In 1984 the President of the United States established the CINC's Annual Award for Installation Excellence to recognize the outstanding efforts of the people who operate and maintain Department of Defense installations and who have done the best with their resources to support the mission.

The award encourages commanders to create an environment that promotes innovative and creative ways of enhancing base-level services, facilities, and quality of life. The Air Force presents the award in two categories: Installation Excellence and Special Recognition.

"I'm very proud to have the members of the Family Support on the 5th MSS Team. They do a fantastic



From left: Dan Hawley, Minot AFB Family Support Center community readiness consultant, gives career counseling to retired Senior Master Sgt. Rod Hair. Career counseling is one of many services the FSC offers. (Photo by Staff Sgt. Carla Williams)

job of helping people every day, thereby improving the readiness of both wings," said Lt. Col. Catherine Chin, 5th Mission Support Squadron commander. "You see them at practically every event, and they are involved in every aspect of the base. It is apparent through their actions how much they truly care about the people of Team Minot."

Winning the Commander in Chief's Installation Excellence Award in its respective category culminates a very busy year for the center, including tending to the needs of thousands of military members during the base's largest combat deployment in its history while helping their families cope with the separation, according to Cindy Whitesell, FSC director.

Bowling, pizza parties

and teen dances exclusively held for families for those serving overseas on deployments or one-year remote assignments were initiatives that gained rave reviews from the families. Hundreds of people came out in force to take part in these morale-boosting events.

According to Ms. Whitesell, the center's office staff averages about 11 people, which means they rely heavily on volunteers to man their programs such as the Airman's Attic, food pantry and spouse outreach.

"We're good people who do good things for other good people. As a result, the FSC at Minot completely deserves this recognition," said Tricia McKenzie, Airman's Attic volunteer coordinator.

Ms. Whitesell said the FSC works 24 hours a day,

seven days a week to help base members in need.

"We work all hours of the day to handle cases such as emergency travel and to stand up family assistance centers for natural or man-made disasters," said Ms. Whitesell. "In fact, we were liaisons for 11 family members evacuated from Kuwait and Turkey back to North Dakota resulting in 100 percent completion within the first 12 hours of a 48-hour deadline."

Another program that helped the FSC garner this special recognition included the Heart Link program which was rated an overall 4.9 on a 5.0 scale by more than 70 participants. The center's career counseling class for Airman professional development and noncommissioned officer enhancement courses also received a rating of more than 90 percent by its 500 participants.

Ms. Whitesell said funding for their programs was always a challenge, but receiving grants and other monetary donations, helped the FSC tremendously.

"We won a \$2,800 grant from the American Legion to help subsidize our Give Parents a Break program for the entire 2003 fiscal year," she said. "We also won a \$4,900 Air Force Aid grant for our entry level spouse employment initiative resulting in 14 spouses receiving computer and job search training at no cost to them."

WW II sacrifice memorialized

*By Airman 1st Class
Lindsay Hughes
32nd Intelligence Squadron*

FORT MEADE, Md.

– The 32nd Intelligence Squadron Blue Knights held a retreat ceremony April 20, to memorialize the sacrifice made by Airmen of the 32nd Intelligence Squadron during World War II.

The ceremony not only recognized past sacrifices but paid tribute to the 32nd's continuing resolve in the face of adversity.

"The 32nd commemorated the anniversary of the most significant day in the squadron's history today," Lt. Col. James Rix, 32nd IS commander, said. "It was obvious that everyone had practiced, prepared, and knew exactly what to do – it was a flawless ceremony, we nailed it!"

The squadron's legacy travels as far back as World War II in June 1943. Initially recognized as the 45th Reconnaissance Squadron (Fighter) in June 1943, and officially activated July 1, 1943, the squadron has been redesignated many times since.

In 1944, following a rigorous training program at different U.S. bases, the Airmen of the squadron boarded two transports bound for the Mediterranean.

The two ships were the Fitzhugh Lee (Liberty ship) and the Paul Hamilton (troop



Lt. Col. James Rix, 32nd Intelligence Squadron commander; at right, inspects the troops before retreat April 20. At left, Chief Master Sergeant Mark Bossi, 32nd IS first sergeant; records discrepancies as the colonel inspects. (Photo by Tech. Sgt. Marilyn C. Holliday)

ship). Two days after reaching the Mediterranean the convoy was hit hard by the German Luftwaffe.

At 6 p.m. April 20, the convoy spotted an enemy aircraft and three hours later the Luftwaffe viciously attacked the convoy with 21 of its aircraft. As the sun set, nine Junkers Ju-88 flew over the abysmal waters at a low altitude and struck the S.S. Paul Hamilton. The ship vanished almost instantaneously, killing 580 military members aboard. This catastrophic event claimed the lives of 20 officers and 297 enlisted men of the 32nd Photographic Reconnaissance Squadron. The Fitzhugh Lee

was left intact and unscathed.

The existing 25 members of the 32nd proceeded to sail the waters without any further violent opposition. The Fitzhugh Lee reached Augusta, Sicily, April 24, 1944. The squadron was then assigned to the wing during their tour in Italy. While there, the squadron increased in size and flew operational combat missions that numbered more than 1,000 by the time the war ended in Europe a year later.

The squadron was awarded campaign streamers for Rome-Arno, Northern France, North Apennines, the Rhineland, Central Europe and

the Po Valley. These campaign streamers are displayed proudly on the squadron's flag today.

Before the flag was lowered and folded, Colonel Rix inspected the troops.

SMSgt. Alan Ramsey, 32nd IS member, read the brief history following the inspection. "Our retreat ceremony today honors both our squadron Airmen who lost their lives April 20, 1944, and the squadron members who continued the mission until victory was achieved," Sergeant Ramsey said. "It is our responsibility as 32nd Airmen to continue the legacy forged by those who served and died before us."

AF honors Minot lieutenant

By Staff Sgt. Carla Williams
Minot Air Force Base Public Affairs

MINOT AIR FORCE BASE, N.D. – The Air Force recognized a former 5th Mission Support Squadron military personnel flight customer service chief for tending to the base's personnel needs from Oct. 1, 2002, to Sept. 30, 2003.

The Air Force presented 2nd Lt. Samuel Peters, 5th MSS personnel readiness chief, the 2004 Commander in Chief's Installation Excellence award under the special recognition category.

Established in 1984, the annual award recognizes the outstanding efforts of people who operate and maintain Department of Defense installations and wisely use available resources to support the mission.

"Lieutenant Peters has done a fantastic job of leading his team in providing world-class customer service to Team Minot," said Lt. Col. Catherine Chin, 5th MSS commander. "As chief of customer service, he had contact

with nearly every member on base. As chief of personnel readiness, he continues to have a major impact in ensuring Team Minot is ready to deploy at a moment's notice. I never have any doubt we're ready to go when Sam's in charge."

Winning the CINC's honor in the special recognition category was perfect timing, according to Lieutenant Peters.

"The award period was a good year in getting a lot of work done in a short amount of time," said the lieutenant. "The folks I had working around me were phenomenal with expertise, their professionalism and constant focus. I couldn't have gotten the job done without them."

The lieutenant's accomplishments include issuing more than 2,000 Common Access Cards, auditing and purging roughly 4,800 unit personnel record groups with 100 percent accountabil-

ity and starting the base's virtual record emergency system with 98.7 percent completion – the highest completion rate in Air Combat Command. He also corrected 32 career impacting system discrepancies to maintain health care needs of military members and their families while also helping to resolve sensitive family member situations.

"I am glad I had the opportunity to be a part of these programs and projects," Lieutenant Peters said. "My flight commander and squadron commander trusted me enough to give me the reins to execute these plans."

The lieutenant began his award winning year by serving as the officer in charge of the largest deployment in base history by processing more than 1,400 members with the lowest discrepancies in ACC. He ensured 100 percent deployability for all members supporting operations Enduring Freedom and Iraqi Freedom.

"This achievement is a culmination of hard work," Lieutenant Peters said. "It feels good to achieve this recognition."



Peters

Guidelines for AF symbol placement

The Air Force logo was recently authorized for wear on the lightweight blue jacket. The following guidelines should be used:

- Air Force logo is embroidered in a polyester thread conforming to Department of Defense Heraldic Yarn for Embroidery and Ribbon,

- Cable # HA White 67101 with a stiff tear-off backing.

- The total



stitch count of the logo and lettering shall be 4,631 stitches minimum.

- The Wing symbol is to fit within a two-inch square. There is a 1/4 inch space between the symbol's lowest point and the top of the U.S. AIR FORCE type.

- The U.S. AIR FORCE type is to be 1/4 inch high, 3 1/4 inches long, and is Berthord Aklandenz Grotesk bold extended. If Berthord Aklandenz Grotesk is not available, use all capi-



tal Arial bold font, 24 point.

- The symbol is to be embroidered on the upper left chest.

- The dot in the center of the symbol is centered vertically between

the shoulder seam and where the underarm side seam joins the armhole sleeve and centered horizontally between the zipper and the sleeve armhole seam.

- See your first sergeant for more information.

Brothers by blood, siblings by stealth

By Airman 1st Class Joe Lacdan
509th Bomb Wing Public Affairs

WHITEMAN AIR FORCE BASE, MO (ACCNS) — Brian and Brad Cochran took different roads to reach their dreams of flight.

But those paths led to the same destination: flying one of the U.S. Air Force's most prestigious aircraft. The captains became the first brothers to qualify as B-2 pilots in the bomber's 10-year history.

"As kids we always imagined we'd be pilots," said Brian, a major-select. "I don't think we'd ever imagined that we would be sitting in the same base, flying the same airplane."

Not just any plane either. Only a select few pilots qualify to fly the B-2. Currently there are less than 300 certified B-2 pilots on active duty.

"To be selected as a B-2 pilot isn't an easy thing to do," said Brian, a 393rd Bomb Squadron member. "But to be here with a brother, that's pretty unique. This is the most advanced weapons system on the planet. For us to be able to fly it as members of the B-2 team as brothers is a great opportunity."

Born to be a pilot

Their father, Bill Cochran, said he had fond memories of taking his youngest son, Brad, to an Air Force base flight line.

"Look dad," Brad would say pointing at an aircraft. "Someday, I'm going to be a pilot."

Brad knew at an early age he would someday become a pilot and an Air Force officer. As a youth, Brad enjoyed attending air shows, and visiting military museums.

"Ever since I can remember, I've wanted to fly," Brad said.

During his junior year of high school, Brad joined the Civil Air Patrol.



Capt. Brad and Brian Cochran are the first brothers in the Air Force to become certified as B-2 pilots. Brad is a 325th Bomb Squadron member and Brian is a 393rd Bomb Squadron member. (Photo by Airman 1st Class Joe Lacdan)

Through CAP, he received his private pilot's license. He seemed primed to reach his goal of qualifying for pilot training. But five years later, during his junior year at Brigham Young University, he hit a detour.

The Air Force had selected him for navigator training, not the pilot training he had coveted since his youth.

"I think he thought all of his hard work had been in vain," said Bill.

Brad remained undeterred from his dream. He instead used the selection as motivation. He spoke with his father, then a lieutenant colonel stationed at Hill Air Force Base, Utah, who encouraged him to stay focused. Brad said he looked to his father for inspiration. Bill, now retired after 28 years service in the Air Force, was a logistics planner in international sales and sustainment.

Brad continued to work hard, and focused on his training and education. During his senior year, he became the vice commander of his cadet wing.

"I think he was a little disap-

pointed," said Brian. "But he remembered first and foremost he wanted to become an Air Force officer. Sometimes you're going to face adversity but you overcome that by continuing to work hard. That's what he did."

Six months later, Brad got his chance. He qualified for joint specialized undergraduate pilot training at Vance AFB, Okla. He also graduated from BYU with a degree in international relations.

In July 1998, with his mother, Shirley, and sisters Stacy, Sheri and Shantelle looking on, Brad stood proudly as Bill and Brian placed silver wings on his chest, signifying his graduation from pilot training, and officially making him an Air Force pilot. After the ceremony, Brad turned to his father, who placed a hand on his shoulder.

"You made it," said Bill, beaming with pride.

The boy who fantasized about

● See **BROTHERS**, page 9

● **BROTHERS, from page 8**

flight had finally reached his dream.

While stationed at Charleston AFB, S.C., Brad flew combat missions in Tirana, Albania, during Operation Allied Force. In October 2001, night one of Operation Enduring Freedom, Brad flew the lead of two C-17s to deliver humanitarian rations to displaced Afghans.

From the court to the skies

Brian also flew as a youth, but not in a plane; on a basketball court. An avid hoops player, Brian decorated his room with posters of his idols, basketball greats Earvin 'Magic' Johnson and Michael Jordan. He fantasized about playing NBA and collegiate basketball.

"He loved (basketball)," said Shirley. "He lived and breathed it."

His skills flourished. But he would be hampered by one shortcoming.

Standing only 5-foot-9 inches, and weighing in at about 130 pounds, much of Brian's competition towered above him. But with a ball in his hands Brian hovered above them with his skills. Despite his lack of size, Brian could dunk on defenders and he led his high school team in scoring.

But attending high school in Panama made it difficult for colleges to scout him, Bill said. A shoulder injury during his senior year further damaged his athletic scholarship hopes. He decided to attend BYU and try to walk onto the basketball team. But a broken collarbone while playing pickup football kept him out of tryouts.

"I wanted to be a professional athlete," Brian said. "But it wasn't in the cards."

While disappointed, he decided to put away his basketball shoes and focus on education. He didn't look at becoming an Air Force pilot — yet. He spoke to his father about other options, and decided to enter the medical field as a freshman in the fall of 1989.

It wasn't until after a two-year missionary trip to Venezuela that Brian realized his destiny was in the Air Force skies.

That fiery competitor still lingered inside him when Brian decided to apply for an Air Force pilot training program.

Competing against thousands of applicants nationwide for 130 pilot slots, he spent countless hours on academics and exercising. Brian qualified for pilot training in 1995 and graduated with a double major in international relations and Spanish. Brian attended Euro-NATO Joint Jet pilot training at Sheppard AFB, Texas, and graduated in 1997.

During Operation Desert Fox in 1998, Brian led the largest conventional cruise missile attack ever when he spearheaded a six-ship formation of B-52s, striking targets in Iraq.

In OAF, Brian helped destroy emerging targets in Kosovo in 1999. Brian said much of his success comes from his hours in the simulator and practice sorties. He said he views each practice sortie with the same intensity as a real-world combat mission, just as he played each basketball practice as if it were an actual game.

"Playing sports provided that sense of competition and the sense of striving to do my best," Brian said.

B-2 bound

In August 2000, Bill, Brian and Brad decided to take a hiking trip to the Wind Rivers Mountain Range in Wyoming. The Cochrans, who enjoyed camping since they were in the Boy Scout program as youths, fished, hiked and made campfires during their trek.

One night, while eating some fresh catch, the Cochrans spoke about career plans. Brian had some good news.

Brian had been invited to Whiteman for an interview. Brad also

planned to apply for the B-2 program.

"I was pretty excited about it, probably more than (Brian and Brad) were," Bill said.

Brian reported to Whiteman for B-2 training in May 2001. Brad, who qualified a few months later, would follow in August 2002 first for T-38 training, then for B-2 training two months later. The B-2 was unlike any other aircraft the Cochrans had seen. It could fly 6,000 miles without refueling. It could make munitions drops undetected in enemy airspace.

"I feel very privileged flying (the B-2)," Brad said. "It's an incredible combat aircraft."

As the 393rd's chief of short-range scheduling, Brian schedules sorties, continuation-training sorties, simulator sessions and leave time. Brad is the 325th's assistant weapons and tactics officer, tracking each pilot's weapons qualification and training.

Because they're blood relatives, Brian and Brad can't fly the same aircraft. However, should the need arise, they can deploy to the fight in the same formation.

Today, rarely a day goes by when the Cochran brothers don't see each other. They live two blocks apart, attend the same church and their children have grown up together.

The Cochran brothers believe their years of hard work, studying, planning, preparing and training brought them to the B-2 and Whiteman.

"I'm extremely proud," Brad said. "I'm proud to be here with my brother. It's a great opportunity to live down the street from my brother and be able to fly this airplane. It's great to be among the people who fly this airplane."

"Both of us are driven in what we wanted to do," Brian said. "Part of that drive comes from an inner desire to succeed"

8th AF member runs New Orleans Marathon

By Tech. Sgt. Sherri Savant
917th Wing Public Affairs

BARKSDALE AIR FORCE BASE, La. – A hush comes over the crowd of spectators as the starter pistol is fired. Hundreds of runners leap over the starting line at the 2004 Nokia Sugar Bowl Mardi Gras Marathon in New Orleans, Feb. 29. Among them is the 917th Wing's own Doug McClain, a senior master sergeant with the 917th Military Personnel Flight.

Doug, a veteran runner, said he first considered running a marathon nearly 10 years ago. "I'm not getting any younger," the 44-year-old runner said. "My friend, Jeff Thomas, and I were even more motivated to do one after our 51-year-old friend, Frank Trammel, completed the Houston marathon last year. After 20 years of friendship and running, we figured we'd do it."

"Frank got us started with the training," Jeff said. "He was a world-class runner in his high school and college days. He was injured during our training, so he couldn't run with us. Maybe that was a good thing." Doug and Jeff trained consistently for four months, running a total of 419 miles in preparation for the big one.

The big day arrived. The weather was pleasantly cool for a late winter, New Orleans day. The clocks

ticked, and the runners set their pace, some fast, some slow, some moderate.

To run a four-hour marathon, a runner should average about nine-minute miles, Doug said. After running his first two miles in eight and a half minutes each, he slowed down and ran the next several miles in eight minutes, 45 seconds.

Doug hit the half-way point in one hour, 56 minutes and 40 seconds. Although he felt pretty good, he said he began to slow down.

"At about mile 14 or 15, I developed a large blister on my right foot which slowed me down a little, so I told Jeff to go ahead," Doug said. "The blister burst at mile 18. It was then that I really began to struggle, so I began to walk a little each mile." Despite the setback, he pressed on.

"The first 13 to 14 miles are a real team effort," Jeff said. "After that the marathon becomes a mental war, and you have to really fight it on your own and in your own way. Our training helped Doug get through the blister. We both had the will to finish."

At about mile 22, Jeff said he passed Doug in Audubon Park. They looked at each other and knew then they would finish. "There was no doubt at all," Jeff said. "I think we would have both



Doug McClain, a senior master sergeant with the 917th Military Personnel Flight, completes mile 20 during the 2004 Nokia Sugar Bowl Mardi Gras Marathon in New Orleans Feb. 29. (Courtesy photo)

crawled in if need be."

At the 25-mile marker, Doug looked at his watch, and it read four hours, 16 minutes. He said he wanted to finish the race in less than four hours, 30 minutes. He ran the last mile, and when he crossed the finish line, the clock read four hours, 28 minutes and 47 seconds.

"I made the last turn into the Superdome and came down the ramp. I heard my family and friends shouting encouraging words and I heard my name over the PA system," Doug said. "In my

daze I found my wife and youngest daughter. I was so overcome with emotion that I almost cried. My family was there for me at the start, the half-way point, going into and out of Audubon Park, and at the finish line. They, along with many months of intense training, pulled me through."

"As an athlete, Doug never quits," Jeff said. "We run together, work out together, and often play racquetball together. There just isn't any better person to train with."